

5.11 TRAFFIC AND TRANSPORTATION

This section assesses traffic and transportation impacts associated with the MPP. The analysis addresses anticipated project-related traffic during construction, potential impacts on roadway and intersection levels of service, and necessary modifications to the existing transportation system. Potential impacts are based on a worst-case scenario. A description of existing transportation facilities near and adjacent to the MPP as well as an analysis of the proposed project's potential impacts on the existing transportation network is also included.

When the MPP is complete there will be an addition of approximately 15 employees to the current 306. Currently many employees use transit, bicycle and ride share to work, so the addition of 15 employees is not expected to change traffic operations around the plant. During construction there will be up to 319 construction workers at one time on site. Because of the large number of construction workers, it was determined that the construction period should be analyzed for transportation impacts.

Additional transportation factors examined in this section include bicyclist impacts, safety, and goods movement. Applicable laws, ordinances, and regulations are discussed, and standard CEC conditions are stipulated.

5.11.1 Affected Environment

The MPP will replace a few existing structures with a new combined-cycle power plant. The project includes a power island, switchyard upgrades, buildings, cooling towers, storage tanks, gas compressors, onsite underground transmission lines, and parking lots. The plant is located at 164 Magnolia Boulevard in Burbank. Access to the plant site is via the existing gate on Magnolia Avenue and off Olive Avenue at the south gate entrance. In addition, there is emergency ingress/egress through three gated locations along Lake Street.

Natural gas, water, power, wastewater and sewer underground transmission lines and facilities will not require improvements outside of the power plant property and therefore will not affect the transportation systems.

The project traffic study area is bounded by a rail yard to the northeast, Olive Avenue to the southeast, Lake Street to the southwest and Magnolia Boulevard to the northwest. Land uses in the project vicinity are commercial/retail and industrial, with some residential to the west. The Burbank Regional Intermodal Transportation Center (RITC) is conveniently located just northeast of the site.

5.11.1.1 Freeways and Roadways

The surrounding regional roadway system, including freeway access points, is illustrated on Figure 5.11-1.

I-5 (Golden State Freeway). I-5, located almost adjacent to the project site, is a north-south freeway providing regional access to the coastal communities on the west side of Los Angeles. It is an eight-lane freeway posted at 65 mph. In the vicinity of the MPP, it can be accessed from Front Street.

Magnolia Boulevard. Magnolia Boulevard is a five-lane (4-lane plus center left turn lane) arterial providing northeast-southwest access through the COB. On-street parking is available on both sides of the street until it overpasses I-5 and the train tracks. The street is lined with commercial/retail businesses. It is adjacent to the MPP site. It is posted at 35 mph.

Olive Avenue. Olive Avenue is a five-lane arterial providing northeast-southwest access through the COB. On-street parking is available on both sides of the street except where it overpasses I-5 and the train tracks. Commercial/retail businesses exist along its length. It is adjacent to the MPP site. It is posted at 35 mph.

Lake Street. Lake Street is a two-lane collector with parking on both sides of the street. Adjacent uses are the power plant and industrial uses.

First Street. First Street is a collector, five-lane roadway that runs northwest-southeast. It is approximately three blocks northeast of the project site and is one block northeast of I-5. Office and commercial uses line this street as it is in the downtown area of Burbank. It is posted at 35 mph. Signage to access I-5 via Verdugo Avenue, Olive Avenue and Orange Grove is located along First Street.

Victory Boulevard. Victory Boulevard is a five-lane arterial providing northwest-southeast access through the COB. On-street parking is available on both sides of the street. The street is lined with many commercial/retail businesses. It is one block southwest of the MPP site. It is posted at 35 mph.

5.11.1.2 Level of Service

This study employs Level of Service (LOS) analysis to evaluate intersection operations for current conditions and during construction. LOS is a measure of vehicle delay (i.e., the average amount of time a vehicle must wait before proceeding through an intersection). LOS is identified by a letter designation from A to F, with A as the optimum operating LOS and F designating service as very poor. LOS E and LOS F represent significance criteria.

Based on the location of the MPP, construction traffic circulation, and discussion with COB staff, the following signalized intersections were chosen for analysis:

- Burbank Boulevard/Victory Boulevard
- Burbank Boulevard/Front Street
- Olive Avenue/Victory Boulevard
- Olive Avenue/First Street
- Verdugo Avenue/First Street.

Average daily traffic (ADT) volumes were supplied by the COB. Peak hour traffic data was provided by Accutek and were taken in February 2001. The intersection levels of service were calculated using the 2000 *Highway Capacity Manual* methodologies and software. The intersections were evaluated for the following scenarios:

- Existing operating conditions
- Existing plus construction traffic operating conditions.

The intersections were analyzed based on the traffic counts, intersection laneage, and existing signal phasing. Table 5.11-1 summarizes the current LOS (Accutek, 2001). Intersection operations were optimized with a cycle length of 90 seconds. Table 5.11-2 summarizes available arterial ADT data from 1998.

TABLE 5.11-1
SUMMARY OF EXISTING INTERSECTION LOS

Intersection	AM Peak Hour LOS	PM Peak Hour LOS
Burbank Boulevard/Victory Boulevard ¹	F	F
Burbank Boulevard/Front Street	A	A
Olive Avenue/Victory Boulevard	D	D
Olive Avenue/First Street	C	C
Verdugo Avenue/First Street	B	C

¹ Intersection improvement projects in the project vicinity are expected to be completed in April 2001.

TABLE 5.11-2
EXISTING ROADWAY INFORMATION AND LOS

Roadway Segment	Classification	Existing Lanes	Existing Roadway Capacity	Existing ADT (1998) ¹	Peak Hour ²	Existing Percentage of Trucks ²	LOS ³
I-5 (Golden State Freeway)							
Alameda to Olive	Freeway	8 lanes	110,000	216,000	na	10.5	F
Olive to Burbank	Freeway	8 lanes	110,000	200,000	na	10.5	F
Burbank to Victory	Freeway	8 lanes	110,000	186,000	na	10.5	F
Victory to Buena Vista	Freeway	8 lanes	110,000	169,000	na	10.5	F
Buena Vista to Hollywood	Freeway	8 lanes	110,000	170,000	na	10.5	F
Olive Avenue							
Victory to Lake	Major Arterial	4 lanes	25,000	na	2,100	<1	-
Lake to Front	Major Arterial	4 lanes	25,000	23,800	2,000	<1	E
Front to San Fernando	Major Arterial	4 lanes	25,000	21,234	1,500	<1	D
Magnolia Boulevard							
Victory to Front	Major Arterial	4 lanes	25,000	19,200	na	na	C
Front to San Fernando	Major Arterial	4 lanes	25,000	17,423	na	na	B
Burbank Boulevard							
Victory to Front	Major Arterial	4 lanes	25,000	24,600	2,800	<1	E
Front to San Fernando	Major Arterial	4 lanes	25,000	37,730	2,600	1.4	F
Victory Boulevard							
Olive to Magnolia	Major Arterial	4 lanes	25,000	26,600	2,200	1.5	F
Magnolia to Burbank	Major Arterial	4 lanes	25,000	24,800	2,200	4.0	E
Victory Place							
Burbank to Empire	Arterial	4 lanes	25,000	7,300	550	6.1	A
Empire to San Fernando/Buena Vista	Arterial	4 lanes	25,000	5,800	na	na	A
First Street/Grinnell Drive							
San Fernando to Magnolia	Collector	4 lanes	10,000	17,423	1,100	1.5	F
Magnolia to Verdugo	Collector	4 lanes	10,000	18,084	750	1.4	F
Flower Street							
Alameda to Olive	Collector	2 lanes	< 4,000	3,230	na	na	D

¹ Counts provided by the COB, 1998 data. I-5 data is 1999 provided by Caltrans.

² Based on February 2001 peak hour counts by Accutek. I-5 data provided by Caltrans.

³ Level of Service, determined on basis of volume to capacity (V/C) Ratio, describes operating conditions on the roadway. LOS "A" is generally free-flowing. LOS "E" represents capacity. LOS "C" and "D" are typical in urban conditions. LOS "F" represents severe congestion.

na – Not available.

5.11.1.3 Other Transportation Facilities

The RITC is located at 201 N. Front Street between Olive Avenue and Verdugo Avenue. The RITC serves as Burbank's transportation hub and includes facilities such as free overnight parking, restrooms, telephones, and vender services. This facility is very convenient to the MPP. The existing bus and commuter rail lines that use the facility are shown on Figure 5.11-2. No expansion of this facility is planned in the near future or while the MPP is under construction.

Bus Routes. Bus service in the Burbank area is provided by the Los Angeles Metropolitan Transit Authority (MTA). Burbank Local Transit Routes that use the RITC include Routes 92, 93, 94, 96, 152, 154, 164, 165, 183, 410, 418, and CE 413. Also using the facility are the Santa Clarita Transit Routes SC794 and SC799, Los Angeles Department of Transportation (LADOT) Commuter Express Route LX413 and LX419, the Burbank Bee Line Route GB12, and the Burbank Media District Shuttle. They each contribute to the regional public access to the project. No new routes are planned to take effect while the MPP is under construction.

Passenger Rail. MetroLink is the intercity passenger rail system that serves the local and southern California regional area. The Ventura County Line and Antelope Valley Line also stop at the RITC. No new routes are planned to take effect while the MPP is under construction.

Rideshare Program. Southern California Rideshare offers ride guides and commute planning for free. It can find car and vanpooling opportunities as well as information on the transit options available.

Bicycle and Pedestrian Circulation. The COB has joined neighboring cities to develop the Arroyo Verdugo Subregion Non-motorized Transportation Plan. It contains information of existing and future bikeways in the area. Table 5.11-3 summarizes the current and planned bike routes in the area. The following bicycle route definitions are recognized statewide per Caltrans standards:

- **Bicycle Route** – A bicycle way designated within a public right-of-way. The purpose of the bike route is primarily that of transportation, allowing the bicyclist to travel from one point in the city to another. A “shared bicycle route” is a street identified as a bicycle facility by BIKE ROUTE signage only. No special markings on the pavement are provided. Per Caltrans standards, these routes are referred to as Class III.

TABLE 5.11-3**AREA BIKE ROUTES**

Adjacent To/On	Class
Verdugo (6th to the RITC)	III
Chandler (Valley to Mariposa)-To be constructed	I
Chandler (Mariposa to Victory)-To be constructed	III
Victory (Chandler to Olive)-To be constructed	III
Olive (Victory to RITC)	III

Source: COB

- **Bicycle Lane** – A bicycle facility where a portion of the paved area is marked as a lane for use of bicycles. It is identified by BIKE LANE signage, pavement marking and lane line markings. Usually, special ordinances are necessary to legally define the exclusive use of bicycle traffic and to exclude mopeds and infringement by motor vehicles. Per Caltrans standards, these routes are referred to as Class II.
- **Bicycle Path** – This facility is a special path for exclusive use of bicycles that is completely separated from the motor vehicle traffic by space or a physical barrier. Per Caltrans standards these routes are referred to as Class I.

Regional Airport. Nearly five million passengers per year travel through the Burbank/Glendale/Pasadena Regional airport. The Airport Authority has applied to the COB to build a replacement passenger terminal. Onsite and offsite parking is available. Travelers can use the local MTA bus service that has stops at the airport. Also, Amtrak and Metrolink rail have stations nearby that run free shuttles to the airport. The MPP is located approximately three miles southeast of the airport.

Movement of Goods. The COB has municipal codes that identify truck routes and streets prohibited to commercial vehicles. Also, the city also endorses the standards and practices of the Department of Motor Vehicles and Caltrans. California Vehicle Code 35550 states that “a single axle load shall not exceed 20,000 pounds. The load on any one wheel, or wheels supporting one end of an axle is limited to 10,500 pounds. The front steering axle load is limited to 12,500 pounds.” Furthermore, the CVC 35551 defines the maximum overall gross weight as 80,000 pounds, and adds “the gross weight of each set of tandem axles shall not exceed 34,000 pounds.”

5.11.2 Environmental Consequences

5.11.2.1 Construction-Related Impacts

The potential construction traffic impacts of the project comprise impacts associated with construction worker and truck trip generation. The construction period is anticipated to be 24 months with the amount of workers and truck deliveries varying each month. Project demolition and construction activities will result in short-term increases in traffic associated with the movement of construction vehicles, equipment, and personnel on the transportation network serving the project area. Because of the large number of workers required for the construction, two worker parking areas have been designated:

- Old Front Street just to the west of the project site. Workers can walk to the MPP from this lot. Approximately 300 spaces will be available, and it is anticipated most workers will use this lot.
- Paved parking area along San Fernando Boulevard between Hollywood Way and Buena Vista, alongside the railroad tracks. Workers will then be transferred to the MPP by shuttles. Approximately 100 spaces will be available.

The peak month for employees (Month 15) has approximately 319 daily construction employees. The majority of the time (14 months) there will be less than 150 construction employees. The remaining nine months will have employee numbers ranging between 150 and 300.

The project will also employ one off-site equipment laydown area, as shown on Figure 3.2-1. The site is located along Victory Place adjacent to the railroad tracks, between Empire Avenue and Maria Street. It consists of approximately 2.4 acres (2,600 feet by 40 feet). Certain heavy equipment and materials will arrive via rail and then will be transferred by trucks. A total of only 42 such heavy vehicle/equipment deliveries are anticipated. Other materials will be delivered to the site by small delivery trucks. The maximum number amount truck traffic in one month is 320 (Month 8). The majority of the time (13 out of 18 months) there will be less than 150 construction truck deliveries per day. The remaining four months will have deliveries ranging between 150 and 300.

In some cases, vehicles used to transport heavy machinery, construction materials, and equipment will require transportation permits. This will occur if the vehicles are in excess of size thresholds set forth in the California Vehicle Code Section 35780; the Streets and Highways Code Sections 117 and 660-711; and Title 21 CCR Sections 1411.1 to 1411.6. Vehicles used during project construction that are over-size, over-weight, over-width, or over-length will require a transportation permit from Caltrans.

During construction, no more than several truck trips per month may be required to haul waste for disposal. Transportation of hazardous materials to and from the project site will be conducted in accordance with California Vehicle Code Section 31300 et. seq. Since the transport of hazardous wastes will be conducted in accordance with transportation regulations governing such transport, no significant impact is expected.

Workforce Trip Distribution. The majority of employees are expected to come from the communities around the MPP. The distribution of the peak 319 person construction workforce was assumed as:

- 20 percent from the north (64 employees)
- 20 percent from the west (64 employees)
- 30 percent from the east (96 employees)
- 30 percent from the south (96 employees).

Based on a worst-case scenario, it is assumed that each of the 319 workers will drive a separate vehicle to a designated parking lot, making two trips per day (one round trip from home to the lot and back). Therefore, construction of the project could result in a total of approximately 638 vehicle trips per day on average for the peak one-month period.

Preferred Routes of Travel by Workers. The roads most likely traveled by construction workers to their parking lots are I-5, Burbank Boulevard, San Fernando Boulevard, Front Street, First Street and N. Victory Boulevard.

Construction Truck Routes. In order to minimize impacts to local roadways and neighborhoods, heavy truck and construction delivery traffic routes have been identified. The trucks will enter the south gate yard entrance along Olive Avenue. They will travel on I-5 and either:

- Exit I-5 at Burbank Boulevard, head south on Victory Boulevard, head east on Olive Avenue to the south gate entrance.
- Exit I-5 at Alameda Avenue, head north on Flower Street, then head east on Olive Avenue to the south gate entrance.
- Vehicles from the laydown area will travel south on N. Victory Boulevard to Olive Avenue, and then to the south gate entrance.

Trip Generation. Analysis of the transportation impacts associated with demolition and construction requires estimating the additional number of vehicle trips produced by these activities. Most of the additional traffic produced during a.m. and p.m. peak hours will be

from the construction workers arriving and leaving the designated parking lots. Construction vehicles/equipment will also add to existing traffic, but their volumes will be lower and be spread throughout the day between 6:00 a.m. and 6:00 p.m. The month with the most total traffic is Month 6, having 290 daily construction employees and 243 truck deliveries. To be conservative, a “worst-case” analysis was performed, combining the highest worker and truck months. This results in a total of 319 workers and 320 truck deliveries.

The employees will work a six-day, 12 hour/day work week. Working hours will generally be from 7:00 a.m. to 7:00 p.m. Construction work between 10 p.m. and 7 a.m. is prohibited by COB ordinance. To be conservative, it was assumed all workers would drive separate vehicles to the parking lot (319 trips in the a.m. and p.m. peak).

Peak hour traffic operations were evaluated within the weekday a.m. and p.m. peak periods (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.) for the five intersections described earlier. This worst-case analysis is based on the projected maximum number of construction workers and truck deliveries.

Impacts of Workforce and Truck Traffic on Intersection LOS. Using the expected traffic volume increases due to the MPP construction, the a.m. and p.m. peak hour LOS was calculated. The LOS is summarized in Table 5.11-4. The analysis suggests that these trips will cause minimal, if any, change to their existing LOS. As noted by the analysis, there would be no significant change in the LOS for any listed intersection.

TABLE 5.11-4

SUMMARY OF EXISTING PLUS CONSTRUCTION TRAFFIC INTERSECTION LOS

Intersection	AM Peak Hour LOS	PM Peak Hour LOS
Burbank Boulevard/Victory Boulevard ¹	F (F)	F (F)
Burbank Boulevard/Front Street	A (A)	A (A)
Olive Avenue/Victory Boulevard	D (D)	D (D)
Olive Avenue/First Street	C (C)	C (C)
Verdugo Avenue/First Street	C (B)	C (C)

¹ Intersection improvement projects in the project vicinity are expected to be completed in April 2001. Parenthetical LOS derived from Table 5.11-1.

Impacts of Workforce and Truck Traffic on Roadway Daily Traffic. Using the travel pattern assumptions described above, increased traffic on local roadways as a result of the construction workforce commuting to and from the project site and truck deliveries is expected to be minor. These volumes do not result in a significant adverse impact because the project would not reduce the LOS below the current daily LOS. In addition, these increases would be short-term, occurring only during the peak construction period. However, to reduce the potential for local residents to perceive peak period traffic as significant, construction-related traffic increases will be mitigated to the extent feasible through the use of traffic mitigation.

The influx of construction vehicles and delivery trucks on the roadways is minimal compared to existing truck traffic and will represent a negligible increase in truck traffic along the proposed routes of travel. The impact of construction-related truck traffic will not be significant. The increase in vehicles on a daily basis is shown in Table 5.11-5. Due to the size and weight of these trucks, the increases will contribute to wear on the roads, and subsequently may increase the need for regular roadway maintenance.

Parking Facilities. No impacts are expected to existing parking lots or on-street parking due to the construction workforce since workers will have designated parking areas.

Public Transportation. The construction traffic analysis conservatively assumes that all construction workers will drive a separate vehicle to a designated parking lot. It is very possible that some workers may choose to use available bus and rail service in the project vicinity. Existing transit service capacity is more than sufficient to serve the few numbers of workers who might utilize such service. Thus, no negative impacts to public transportation are anticipated.

Pedestrian and Bicycle Circulation. Construction-related traffic is not expected to impact pedestrian or bicycle access since no pedestrian or bicycle routes will be closed.

Goods Movement. Roadways used by trucks will not experience significant change in usage on a daily basis during construction; therefore, no significant impacts to goods movement are expected.

Public Safety. The project is located in an industrial and commercial zone with a small residential area to the west. Construction-related traffic is not expected to cause safety impacts since it will not be routed through residential areas.

TABLE 5.11-5

ADDITIONAL VEHICLE VOLUMES DUE TO CONSTRUCTION RELATED ACTIVITIES

Roadway Segment	Additional Passenger Vehicles per Day	Additional Passenger Vehicle Percent of ADT	Additional Trucks per Day	Additional Truck Percent of ADT
I-5 (Golden State Freeway)				
Alameda to Olive	96	< 1%	215	< 1%
Olive to Burbank	32	< 1%	215	< 1%
Burbank to Victory	32	< 1%	215	< 1%
Victory to Buena Vista	32	< 1%	215	< 1%
Buena Vista to Hollywood	32	< 1%	215	< 1%
Olive Avenue				
Victory to Lake	0	< 1%	215	< 1%
Lake to Front	0	< 1%	215	< 1%
Front to San Fernando	32	< 1%	0	< 1%
Magnolia Boulevard				
Victory to Front	8	< 1%	0	< 1%
Front to San Fernando	0	< 1%	0	< 1%
Burbank Boulevard				
Victory to Front	96	< 1%	215	< 1%
Front to San Fernando	320	< 1%	0	< 1%
Victory Boulevard				
Olive to Magnolia	215	< 1%	215	< 1%
Magnolia to Burbank	225	< 1%	215	< 1%
Victory Place				
Burbank to Empire	8	< 1%	215	2.9%
Empire to San Fernando/Buena Vista	80	1.4%	215	3.7%
First Street/Grinnell Drive				
San Fernando to Magnolia	0	< 1%	0	< 1%
Magnolia to Verdugo	32	< 1%	0	< 1%
Flower Street				
Alameda to Olive	0	< 1%	215	6.7%

5.11.2.2 **Operations-Related Impacts**

Plant Site. Traffic impacts associated with power plant operation comprise incremental commute trips from new employees, and periodic truck deliveries/pickups. The proposed project would add an estimated 15 new full-time employees; therefore, worker commute trips would be insignificant. This constitutes less than one percent change in current traffic flows for passenger vehicles and trucks.

Consistent with existing operations, trucks will periodically deliver materials associated with plant operations. The bulk chemical types and delivery schedule is anticipated as:

- Hydrogen gas – 1 truck per week
- Nitrogen gas (transformer oxygen scavenger) – as needed
- Test gases (stack monitors) – 1 per month
- Aqueous ammonia (19% by volume) – 1 truck per week
- De-mineralized water – 2 trucks per day with steam injection; 2 trucks per week without steam injection. These are truck mounted, portable units. Regeneration of de-mineralizers will take place off site by suppliers.
- Copper control and algaecides (cooling tower treatment) - bi-yearly
- Sulfuric Acid (pH control) – yearly, tanker truck
- Caustic and Phosphate (boiler chemicals) – 55 gallons each, once per year
- Lime (lime softners if required for reclaimed water treatment) – monthly delivery by truck in 60-pound sacks
- Caustic Soda (for acid spill neutralizer) – 1 truck per year delivered in 100-pound sacks.

Those substances considered inhalation hazards would be subject to California Vehicle Codes 31303 and 32105, which require hazardous materials to be transported along the shortest route possible and that transporters obtain a Hazardous Materials Transportation License from the California Highway Patrol (CHP). Consistent with existing operations, deliveries of hazardous materials will occur over pre-arranged routes in compliance with applicable LORS. Traffic impacts related to the transport of hazardous materials to the power plant site would not be significant.

Disposal of non-hazardous waste is accomplished weekly through COB waste removal systems. Waste aluminum and copper are recycled through a private service. Disposal of hazardous materials is contracted to a private service that disposes of the waste at approved hazardous waste sites.

The incremental change in the number of trips to the plant site due to truck deliveries, vendors, consultants, and other non-plant personnel is expected to be minimal and will generally occur during non-peak commute periods. The LOS on local roadways would remain unchanged from the existing LOS.

Air Navigation. Title 14, CFR determines if a project encroaches on air space. It requires an applicant to notify the Federal Aviation Administration (FAA) of construction of structures with a height greater than an imaginary surface extending outward and upward at a slope of 10 to 1 from the nearest point of the nearest runway of an airport with at least one runway more than 3,200 feet in length. The MPP is located approximately two and one-half miles from the Burbank/Glendale/Pasadena Regional Airport and therefore the proposed structures do not meet this criteria. The MPP does not impact navigable airspace.

Abandonment/Closure. In the event of abandonment/closure, the MPP will comply with applicable LORS related to transportation permits for hazardous materials and equipment deliveries and removal. The effects on traffic and transportation for temporary closure are expected to be similar to those associated with project operation and therefore minimal. Permanent closure/abandonment impacts are expected to be similar to those associated with project construction. A Facility Closure Plan will be prepared prior to permanent closure; this plan will address mitigation measures to minimize impacts to local roadways.

5.11.2.3 Cumulative Impacts

Analysis of the available capacity of the regional roadway described in this section shows that the regional transportation system has ample capacity to accommodate the proposed project's construction-generated traffic. Although many of the intersections already operate poorly, these intersections will not operate substantially worse with the addition of worker traffic. Cumulative impacts could occur, however, if construction of the project were to overlap with proposed projects whose workforce and/or equipment and materials deliveries were to concurrently travel the same local roadways. Section 5.18 analyzes other projects identified for the area that could result in a cumulative impact to traffic or the transportation system.

5.11.3 Mitigation Measures

The Applicant wishes to cooperate with the CEC and establish a conciliatory relationship, and to have an open efficient AFC process that allows the Commission to utilize its resources in the most efficient manner possible. The Applicant expresses a willingness to stipulate to and accept the following CEC standard general conditions as promulgated by the CEC that apply to the issue area of traffic and transportation.

TRANS-1: Compliance with Caltrans Limits on Vehicle Size and Weight. SCPPA will comply with Caltrans and city and county limitation on vehicle sizes and weights. In addition, SCPPA or its contractor will obtain necessary transportation permits from Caltrans and all relevant jurisdictions for both rail and roadway use.

Verification: In monthly compliance reports, SCPPA will submit copies of any oversize and overweight transportation permits received during that reporting period. In addition, SCPPA will retain copies of these permits and supporting documentation in its compliance file for at least six months after the start of commercial operation.

TRANS-2: Compliance with Caltrans and County Limitations on Encroachment. SCPPA or its contractor will comply with Caltrans and city and county limitations for encroachment into public right-of-way, and will obtain necessary encroachment permits from Caltrans and all relevant jurisdictions.

Verification: In monthly compliance reports, SCPPA will submit copies of any encroachment permits received during that reporting period. In addition, SCPPA will retain copies of these permits and supporting documentation in its compliance file for at least six months after the start of commercial operation.

TRANS-3: Compliance with State and Federal Regulations for Transport of Hazardous Materials. SCPPA will ensure that all federal and state regulations for the transport of hazardous materials are observed.

Verification: SCPPA will include in its monthly compliance reports copies of all permits and licenses acquired by the project owner and/or subcontractors concerning the transport of hazardous substances.

TRANS-4: Traffic Control Plan. Prior to the start of construction, SCPPA will consult with the city and county and prepare and submit to the Construction Project Manager (CPM) a construction traffic control plan and implementation program which addresses the following issues:

- Timing of heavy equipment and building materials deliveries
- Signage, lighting, and traffic control device placement
- Establishing construction work hours outside of peak traffic periods
- Emergency access
- Temporary travel lane closures
- Maintaining access to adjacent residential and commercial property; and
- Off-street employee parking in construction areas during peak construction.

Verification: At least thirty (30) days prior to start of construction, SCPPA shall provide to the CPM for review and approval a copy of its construction traffic control plan and implementation program.

TRANS-5: Roadway Repairs. Based on the determined state of primary roadways to be used in the traffic control plan and implementation program and following construction of the MPP and all related facilities, the licensee will repair those primary roadways to original or as near original condition as possible.

Verification: Thirty days prior to construction, the licensee shall photograph the primary roadways. The licensee shall provide the CPM and COB with a copy of these photographs. Within 30 days of the completion of project construction, the licensee will meet with the CPM and COB Public Works Department to determine and receive approval for the actions necessary and scheduled to complete the repair of those roadways to original condition as possible.

TRANS-6: Designated Route Requirements. SCPPA will include specific designated routes in each contract for truck deliveries. Where designated routes are necessary, the project owner shall ensure delivery trucks do not traverse through residential areas or in front of schools.

Verification: SCPPA shall maintain copies of contracts for truck deliveries onsite at all times. When requested to do so, the project owner shall make available such copies to the CPM for inspection.

5.11.4 Mitigation Measures

The project-related construction traffic increases will not result in significantly adverse impacts. The roadways and intersections should continue to operate at LOS levels similar to existing conditions. Although not required based on this environmental analysis, the standard conditions listed above provide all necessary mitigation and compliance.

5.11.5 Applicable LORS

The proposed project will meet or exceed all applicable LORS pertaining to traffic and transportation. The following sections summarize LORS compliance with respect to traffic and transportation. The applicable LORS are also summarized in Table 5.11-6.

5.11.5.1 Federal

Title 49, Code of Federal Regulations, Section 171-177 governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles. The project will conform to this law by requiring that shippers of hazardous materials use the required markings on their transportation vehicles.

5.11.5.2 State

California State Planning Law, Government Code Section 65302 requires each city and county to adopt a General Plan consisting of seven mandatory elements to guide its physical development. Section 65302(b) requires that a circulation element be one of the mandatory elements. The scope of a circulation element consists of the “general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”

California Vehicle Code, Section 35780 requires a Single Trip Transportation Permit to transport oversized or excessive loads over state highways. The permit can be acquired through the Caltrans. This law is enforced by the CHP. The project will conform to this law by requiring that shippers obtain a Single-Trip Transportation Permit for oversized loads for each vehicle.

California Vehicle Code, Section 31303 requires that the transportation of hazardous materials be on the state or interstate highway that offers the shortest overall transit time possible. The project will conform to this law by requiring that shippers of hazardous materials use the shortest route possible to and from the project site.

California Vehicle Code, Section 32105 requires that shippers of inhalation hazard or explosive materials must contact the CHP and apply for a Hazardous Material Transportation License. The project will conform to this law by requiring shippers of these types of material to obtain the Hazardous Material Transportation License.

TABLE 5.11-6

LORS APPLICABLE TO TRAFFIC AND TRANSPORTATION

LORS	Applicability	Conformance (Section)
Federal		
49 CFR Parts 171 to 177	Govern the transportation of hazardous materials, including the marking of the transportation vehicles.	5.11.1.3, 5.11.3, 5.11.5.1
State		
California State Planning Law, Government Code Section 65302	Requires each city and county to adopt a General Plan consisting of seven mandatory elements to guide its physical development, including a circulation element.	5.11.5.2
California Vehicle Code Section 35780	Requires approval for a permit to transport oversized or excessive load over state highways.	5.11.2.1, 5.11.3, 5.11.5
California Vehicle Code Section 31303	Requires transporters of hazardous materials to use the shortest route possible.	5.11.2.2, 5.11.5.2
California Vehicle Code Section 32105	Transporters of inhalation hazardous materials or explosive materials must obtain a Hazardous Materials Transportation License.	5.11.2.2, 5.11.5.2
California Department of Transportation Traffic Manual, Section 5-1.1	Requires Traffic Control Plans to ensure continuity of traffic during roadway construction.	5.11.5.1
Streets and Highways Code, Division 2, Chapter 5.5, Sections 1460-1470	Requires Encroachment Permits for excavations in city streets.	5.11.5.5
Local		
COB Municipal Code – Chapter 13 - Excavations	Article 1 – <i>Grading, Fills and Excavations</i> – establishes minimum requirements and procedures	All Sections
COB Municipal Code – Chapter 13 - Excavations	Article 2 – <i>Excavations and Installations in Public Streets</i> – explains procedures and permits required for work on, over, under or adjacent to public streets.	All Sections

TABLE 5.11-6

(CONTINUED)

LORS	Applicability	Conformance (Section)
Local (Continued)		
COB Municipal Code – Chapter 26 - Streets	Article 5, Division 1 - <i>Repair of Sidewalks and Curbs</i> – explains the process to repair damaged sidewalks and curbs.	All Sections
COB Municipal Code – Chapter 26 - Streets	Article 7 - <i>Encroachment on City Property</i> – requires a permit if encroachment onto city property is required.	All Sections
COB Municipal Code – Chapter 29 – Vehicles and Traffic	Article 13 – <i>Truck Routes and Streets Prohibited to Commercial Vehicles</i> – describes the routes available to vehicles with three or more axles and routes that those vehicles are prohibited to use.	29-1301, 29- 1302, 29-1303 and 29-1304
COB Municipal Code – Chapter 29 – Vehicles and Traffic	Article 25 – <i>Overloads</i> – a permit is required for an oversized vehicle as described in Division 15 of the State Vehicle Code.	All Sections
COB Municipal Code – Chapter 29 – Vehicles and Traffic	Article 26 – <i>Terminal Access for Interstate Trucks</i> – a permit is required if a facility is established at which freight is consolidated or off-loaded.	All Sections
COB Municipal Code – Chapter 31 – Zoning Ordinance	Article 14 – <i>General Off-Street Parking Standards</i> – a permit is required from the Building Director for temporary use of vacant lots for construction.	Section 31- 1407

California Department of Transportation Traffic Manual, Section 5-1.1 requires a temporary traffic control plan be provided for “continuity of function (movement of traffic, pedestrians, bicyclists, transit operations), and access to property/utilities” during any time the normal function of a roadway is suspended.

The California Streets and Highways Code, Division 2, Chapter 5.5, Sections 1460-1470 requires encroachment permits for projects involving excavation in city streets. This law is generally enforced at the local level.

5.11.5.3 Local

The COB has LORS that specifically affect the traffic associated with the project. The following paragraphs summarize some of the LORS.

COB Municipal Code-Chapter 13 Excavations, Article 2-Excavations and Installations in Public Streets indicates that no person shall make any changes under, adjacent to or on the public streets or place construction equipment on the public streets without first obtaining either an Excavation/Construction permit or a Street Use permit from the Director of Public Works. These permits are good for seven days and work must commence within 60 days. The Director of Public Works may issue an Annual Blanket permit to place or repair any facility or equipment that does not interfere with, disturb, destroy or remove any street improvement, or involve the making of any excavation in or below the surface of the street.

COB Municipal Code-Chapter 26 Streets, Article 5-Repair of Sidewalks and Curbs explains that a property owner has five days to make repairs to damaged sidewalks or curbs adjacent to their property after receiving a written notice from the COB.

COB Municipal Code-Chapter 26 Streets, Article 7–Encroachment on City Property states that no person can encroach on, in, under or over any property without applying for a permit. The permit is good for thirty days.

COB Municipal Code-Chapter 29 Vehicles and Traffic, Article 13-Truck Routes and Streets Prohibited to Commercial Vehicles designates streets and parts of streets established by resolution to be truck routes for the movement of vehicles having three or more axles. It also specifies streets that prohibit vehicles having three or more axles. The provisions of this ordinance do not apply to passenger buses under the jurisdiction of the public utilities commission.

COB Municipal Code-Chapter 29 Vehicles and Traffic, Article 25-Overloads requires a permit for moving a vehicle exceeding height, width, length, size, or height of vehicle or load limitations set forth in Division 15 of the State Vehicle Code. The Public Works Department must be notified five days in advance of the transport of the vehicle/load.

COB Municipal Code-Chapter 29 Vehicles and Traffic, Article 26-Terminal Access for Interstate Trucks states that “the operator of a terminal requiring terminal access for interstate trucks from the federally designated highway system, which interstate trucks will utilize any City street in traveling to, or from, such terminal, shall submit an application, on a form as provided by the City, and make payment of the fees as required by Section 29-2604 of this Code.” The application is filed with the Public Works Department.

COB Municipal Code-Chapter 31, Article 14-General Off-Street Parking Standards, Section 31-1407 Use of Vacant Lots in Residential and Commercial Zones for Parking Vehicles. If permitted by the Building Director, vacant lots can be used temporarily for construction or special events.

5.11.5.4 Agencies and Agency Contacts

Table 5.11-7 lists agencies and contacts with jurisdiction to enforce applicable LORS.

TABLE 5.11-7
AGENCY CONTACTS

Agency	Contact	Title	Telephone
Caltrans	Larry Tokuyama	Inspector	(310) 609-0354
California Highway Patrol	Officer Stevens	Officer	(213) 744-2331
COB Public Works Department	Bruce Feng	Public Works Director	(818) 238-3915
COB Building Department	John Cheng	Building Official	(818) 238-5220
COB Engineering Department	Bonnie Teaford	City Engineer	(818) 238-3915
County of Los Angeles Public Works Department	Jo Burton	Permit Engineer	(626) 458-3126

5.11.5.5 Permits Required and Permitting Schedule

The permits listed in 5.11-8 may be needed during the MPP.

TABLE 5.11-8**PERMIT SCHEDULE FOR TRAFFIC AND TRANSPORTATION**

Permit	Schedule
Permit to transport oversized or excessive loads over state highways, from Caltrans.	Obtain when necessary; two-hour processing time
Annual Blanket Permit for construction, from the COB	Obtain prior to start of project
Excavation/Construction Permit, from the COB	Obtain when necessary; same day processing time
Street Use Permit, from the COB	Obtain when necessary; same day processing time
Conditional Use Permit, from the COB, for temporary parking lots	Obtain prior to start of project
Encroachment Permit, from Caltrans and COB.	Obtain prior to city street excavation: 30-day processing time
Overload/Oversize Vehicle Permit, from the COB.	Obtain when necessary; same day processing time
Terminal Access for Interstate Trucks, from the COB	Obtain prior to start of project

5.11.6 References

COB. Burbank Municipal Code.

COB. General Plan, Circulation.

George Ortega, Civil Engineer, COB, February 2001. Telephone conversations with Jennifer Vrynios, URS.

Accutek, Traffic Counts.



